MOTORISTS SHOULD KNOW TRAFFIC RULES

(Sontinued from page 3)

that should he conduct himself carefully and escape a second or a third warning, the first warning will not result in any punishment.

For something more than three years the traffic division of the New York police department has been under the active direction of Inspector Thomas Myers. Many of the methods referred to in this paper originated with him and his officers and men, and to them should be given a great amount of credit for what has been accomplished in the traffic regulations of the city.

Should any of you be sufficiently interested in this subject to find out in detail just how our system of warnings is kept, I should be very glad to send you personally a brief treatise on this subject upon request.

But warnings, safety zones, one-way streets, play streets, and car stops are only a part of this traffic regulation as the New York police department sees it. By talks, moving pictures, lantern slides and newspaper publicity, Commissioner Woods has tried to keep the dangers of street accidents and the value of traffic regulations constantly before the public. The campaign of education as he has carried it on is roughly as follows:

Police sergeants have been assigned to talk in the various garages and stables to drivers and chauffeurs. They base their appeal to these men on the assistance the police can render in protecting the property in their care, asking for cooperation and appealing to them to exercise care and judgment in protecting the pedestrians.

Police sergeants are sent to the public schools to talk to children on how to avoid street accidents.

The department distributes lantern slides illustrating the common causes of street accidents and how to avoid them. These slides are displayed throughout the city.

A year ago, the police commissioner asked the aid of the Advertising Club of New York in a publicity campaign on traffic regulation and street accidents, and the club in response gave the department a group of experts in about every line of advertising. With a wealth of suggestions having been contributed by members and officers of the force, this advertising committee with a representative of the department worked out a campaign which included the use of about every possible publicity medium for bringing facts and figures to public attention.

The whole campaign was based on a colored picture of a careless driver, an officer carrying an injured child away in his arms, and a line directing the public to ask a policeman for a safety booklet. With this as a trademark of the campaign, the town was placarded—in store windows, elevated, subway and street car lines, public schools and other places. There were issued 50,000 of these cards, and approximately 500,000 of the safety booklets were given out by officers on post. Stereopticon slides carried the picture into every moving picture house in the city and the film companies further cooperated by making moving pictures illustrating the warnings and advice given in the police safety booklet. Advertising companies painted the police warnings on conspicuous out-of-door signs throughout the city. Merchants came into the campaign by carrying the warning captions and headlines in the reading matter of their paid advertisements in the newspapers.

Never before in the history of the department has any such attempt been made to reach the people by such an appeal, and never before did members of the force come in such direct personal contact with an appeal that made so many friends for the force. This is proof, in my mind, that not only can the public and police cooperate in good police work, but that such cooperation is necessary and essential to good government.

In conclusion, then, traffic regulation is something which demands the cooperation of the public with the police, and in the working out of an effective system the rights of both the pedestrian and the driver must be kept in mind.

Drivers have a right to expect:

1. That all persons be prevented from hooking on behind vehicles, or stealing rides on trolley cars.
2. That pedestrians do not cross heavy traffic streets at other places than street crossings.
3. That persons crossing streets do not carry umbrellas or bundles so as to obstruct their view.
4. That persons do not read newspapers while crossing the street.
5. That persons walk on the sidewalks instead of in the roadway.
6. That persons in crossing streets keep their eyes open.
7. That passengers do not alight from street cars in motion.

Pedestrians have a right to expect:

1. That drivers refrain from speedy and reckless driving.
2. That drivers refrain from operating vehicles with faulty steering gear, without adequate brakes or sound signals, without lights or with dizzling lights.
3. That drivers do not operate vehicles while intoxicated.
4. That drivers of vehicles give the proper signals when about to stop.
5. That drivers do not pass or approach within 8 feet of a surface car which is stopped to discharge or receive passengers.
6. That drivers keep to the right.
7. That drivers in passing overtaken vehicles, except street cars, keep to the left.
8. That drivers keep to the right of car-stop safety zones, safety isles, etc.
9. That drivers exercise proper precaution in approaching street intersections.
10. That drivers do not leave horses unbridled or unattended on the streets.
11. That drivers do not leave vehicles along the streets without brakes properly set.
12. That drivers hold the reins properly in their hands and keep their eyes open.

Both drivers and pedestrians have a right to expect:

1. Laws that shall insure safety and as rapid progress of vehicles as is consistent with safety.
2. That no driver be permitted to operate unless he is competent to do so.
3. That a speedy or reckless driver be promptly summoned or arrested.
4. That the number of the car of such driver be taken and properly reported if the officer is unable to apprehend the driver.
5. That in every accident a list of proper witnesses be taken.
6. That every driver charged with intoxication be immediately examined by a police or ambulance surgeon as to his condition.
7. That patrolmen on post notify the owners of garages and stables of measures being taken by the police to prevent accidents.
8. That in each accident, however trival, the police officer on post be particular to examine the brakes and steering apparatus and report on it.

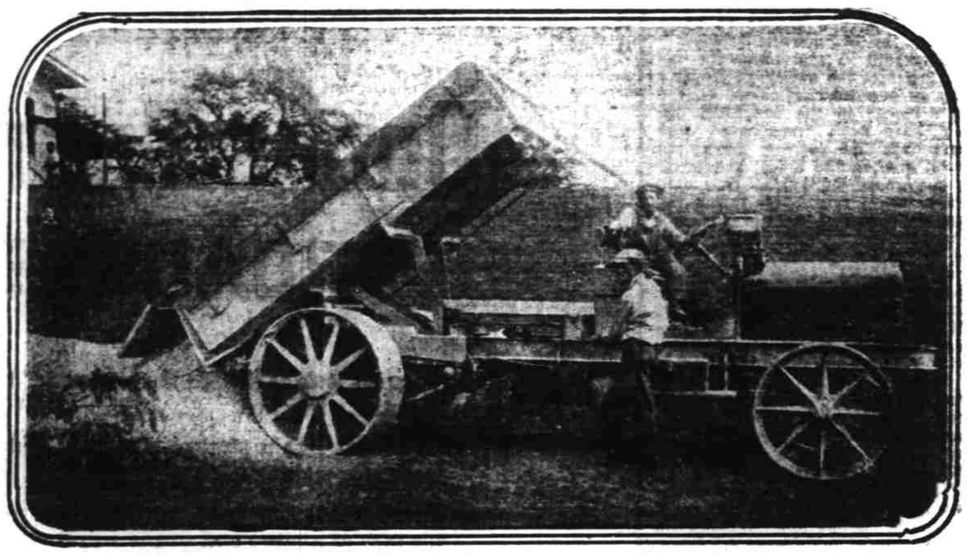
A MOTOR CAR TRAGEDY

I have a dandy motor car,
Also a note to pay,
But why should I remember that?
My business, night and day,
is hurry, not worry,
To get there—no matter where—
And wonder what in thunder
I came for anyway,
And where I'm going to park,
And say!
I thought this town some size,
But here it is, by gum,
As full as Noah's Ark!
And who knows what we'll do—
I don't, do you?
I pass unless, perhaps,
Some fellow builds a car
That will collapse.

LATER

Oh, no, I like to walk!
Some geezer stole my car,
And that just goes to show
How bum the coppers are—
Why, honestly, I'm told
They couldn't catch a cold.
They're organized, I see,
And go from state to state
To do their deviltry.
Robbed by imported thieves!
That surely is the worst;
In thieves, as in all else,
I'm for home talent first,
The foreign devils! How I wish
I had them by the throat!
To think they'd steal a fellow's car
And leave his note!

—Columbus Dispatch.



White Good Roads Truck, equipped wi th power dump body—recently delivered to the Honolulu Construction & Draying Co. by the Schuman Carriage Co.

TWIN SIX PACKARD BREAKS ALL WORLD'S RECORDS FOR 10 MILES

William Rader Sets New Marks in Car Equipped With 265 h. p. Aeroplane Motor

All existing world's circular track records up to 10 miles have been broken by William Rader driving a Packard equipped with the new 265-horsepower airplane twin six motor designed by J. G. Vincent, chief engineer of the Packard Motor Car Co.

During the speed trials held a week previously several records were broken, but all of these have been bettered.

The time came close to the records on the straightaway course at Daytona beach, which are the fastest times ever set by automobiles. The kilometer, the one and the two mile records still stand for the Daytona course, but the five-mile record was bettered by the Packard.

It is probable that the car will be taken to Salt Lake and tried out on straightaways on the salt beds, which are said to be extremely fast.

As in the previous trials of the Packard, a mark was made well up on the track, as the car could not hold the turns at the terrific pace Rader set if he drove close to the turns. The distance traveled for each of the laps was 400 feet more than the regular two miles which is credited for each lap.

The fastest pace set by the car was for the quarter-mile, which was done in 6.9 seconds, at the rate of 130.4 miles per hour. The half-mile was made in 13.95 seconds, or 129 miles per hour.

For the kilometer a record of 17.35 was set, and for the mile 28.76 seconds, 125 miles per hour.

The other distances up to 10 miles were made in the following time: Two miles in 57.81, three miles in 1:26.6, four miles in 1:35.74, five miles in 2:24.66, or 10.42 seconds faster than Hemery's records in the Darracq at Daytona; six miles in 2:53.27, seven miles in 3:22.71, eight miles in 3:52.41, nine miles in 4:21.52, and 10 miles in 4:50.88, or at the rate of 123.7 miles for the distance.

The best previous record for 10 miles was made by Mulford in a Hudson racing car in 7:54.40. Rader cuts Mulford's time 3:3.52.

Burman still holds the world's records for the kilometer, the mile and two miles, which he made at Daytona in a Benz on April 23, 1911.

All of the fast records made on the famous Brooklands oval in England were beaten. Hemery held the half-mile record on that track, and Hornsted, driving a Benz, made the one, two and five miles records.

Though these records have as yet not been passed on by the contest board of the A. A. A., there is little doubt in the mind of Vincent but what they will be made official.

Packard Records.

Dist.	Time	M.P.H.	Former Amer. Records.
¼	6.9	130.4	8.16 Burman (Benz) Indianapolis, May 28, 1911.
½	13.95	129.0	16.160 Oldfield (Christie) Tacoma, July 5, 1915.
Kilo	17.35	124.0	21.40 Burman (Benz) Indianapolis, May 29, 1911.
Mile	28.76	125.	31.60 Oldfield (Christie) Tacoma, July 5, 1915.
2 mi.	57.81	124.0	1:10 Oldfield (Christie) Tacoma, July 5, 1915.
3 mi.	1:28.6	124.7	1:54.83 Bragg (Fiat) Los Angeles, May 5, 1912.
4 mi.	1:35.74	124.5	2:33.37 Bragg (Fiat) Los Angeles, May 5, 1912.
5 mi.	2:24.66	124.4	3.00 Orr (Maxwell) Omaha, July 5, 1915.
6 mi.	2:53.87	124.2	None.
7 mi.	3:22.71	124.3	None.
8 mi.	3:52.41	123.9	None.
9 mi.	4:21.52	123.9	None.
10 mi.	4:50.88	120.3	7:45.40 Mulford (Hudson)

EFFICIENCY TIPS

If you are in doubt as to the value of this treatment try the following experiment: Place some soot in a bottle and pour in equal parts of kerosene and ammonia. Shake it thoroughly. The mixture will become so discolored as to be opaque, showing its solvent action on carbon.

It seldom occurs to the motorist that he ought to strain his lubricating oil, but this should be done, nevertheless. Most people rely on the strainer in the funnel and many give the matter no thought at all. The result is that foreign matter carried into the pump may clog it or cause it to fail, besides clogging the strainer in the pump.

If it is inconvenient to have the cylinders burned out, then use a carbon solvent. One of the best is half ammonia and half kerosene. Put the piston at top of compression stroke so that the valves will be closed. Fill cylinder full of mixture, scraping the piston head and head of the cylinders with the carbon scrapers. The liquid must then be removed with air oil gum.

It is a sound method of procedure never to allow dust and dirst to collect in the top, in the interior, on the floor, in the upholstery, or upon any part of the skeleton of the car, says Dr. Leonard Keene Hirshberg, writing in the current issue of American Motorist. If the owner will remember that each spot of dust or dirt injures the car and shortens its career; if he will understand that one loose bolt, made so by grit and dirt, caused the collapse of the Quebec bridge, better personal attention will be given by him to the near godliness of cleanliness.

When the cylinder head of a motor is detached for the purpose of removing the carbon deposit it will be noticed that during the process of scraping the piston, etc., the tapped holes on the top of the cylinder casting soon get full of oily carbon, water, etc., causing trouble to remove when it is decided to insert the holding down set screws, writes R. O. Allen in the current issue of American Motorist. To obviate this I have used short screws with out heads on, but with a screwdriver slot cut in them, and screw them in flush with the top of the cylinder casting before scraping operations are commenced. After the decarbonizing is completed the grub screws can be removed, when holes will be found to be free from dirt.

"Do you have any difficulty in making your boy fond of his home?"

"I don't want him to be too fond of his home," replied Mrs. Corntossel. "Josh is no slacker."—Washington Star.